

BLATZ  
THE STAR  
MILWAUKEE  
BEER.  
Per Case of 10 doz. Pints, \$25.  
SOLE AGENTS—  
H. PRICE & CO.

# Hongkong Daily Press.

ESTABLISHED 1857

GOLD MEDALS, PARIS 1875, 1889.

JOSEPH GILLOTT'S  
PENS.  
Of Highest Quality, and having  
Greatest Durability, are there-  
fore CHEAPEST.  
The Only Award, Chicago, 1893.  
Noblesse for use by BANKERS.  
Barrel Pens, 225, 230, 232.  
Slip Pens, 332, 338, 237, 100, 403, 700.  
In Fine, Medium, and Broad Points.  
The New Turned-up Point 1032.  
201

No. 13,510 號十壹百伍千壹萬第 日一十月五年十二緒光

HONGKONG, TUESDAY, JULY 2ND, 1901.

式年禮 號式月柒年壹零百九千壹英港香 PRICE, \$21 PER MONTH

WATSON'S  
SUPERIOR VERY OLD  
COGNAC  
BRANDY.  
A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.  
CUTLER PALMER AND CO.  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.  
47]

JOHN WALKER & SONS'  
FAMOUS  
KILMARNOCK WHISKY.  
This World-renowned  
FINE OLD HIGHLAND WHISKY.  
Sole Shippers—CUTLER PALMER & CO.,  
is obtainable in Hongkong of their Agents,  
SIEMSEN & CO.  
Hongkong, 1st January, 1901. [49]

CUTLER, PALMER  
& CO.'S  
PRICE \$10.75 PER DOZEN  
NET  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO. Hongkong. [48]

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 12.30 p.m. Every 15 minutes.  
12.30 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS.  
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m., very 1 hour.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
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11.00 a.m. to 11.30 a.m. Every 15 minutes.  
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12.00 p.m. to 12.30 p.m. Every 15 minutes.  
12.30 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 15 minutes.

Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 89 & 91, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901. [4908]

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.

McKIRDY & CO.,  
43 & 45, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901. [4948]

GREEN ISLAND CEMENT COMPANY.  
PORTLAND CEMENT.  
\$5.50 per Cask of 75 lbs. net ex Factory.  
\$3.30 per Bag of 25 lbs. net ex Factory.

SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 1st June, 1901. [4144]

COLD STORAGE.  
THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable pro-  
visions for Cold Storage at EAST POINT at  
Moderate Rates.

Wm. PARLANE,  
Manager.  
Hongkong, 17th February, 1899. [18]

THE VICTORIA DISPENSARY  
HONGKONG.  
AERATED WATERS.  
SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SARSAPARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [439]

SPECIALITIES  
AYALA CHAMPAGNE, EXTRA QUALITY.  
This is one of the most Popular Brands in London. Supplied to ALL the principal  
Clubs and Hotels. Price... \$42.00 1 Doz. Pints. \$40.00 1 Doz. Quarts.  
ROUSSILLON CHAMPAGNE, RESERVE CUVEE.  
The Favourite Brand in NAVAL and MILITARY Messes. 2 Doz. Pints. \$36.00 1 Doz. Quarts. \$35.00  
PRICE... Special Rates to Messes.  
"DRY ROYAL" SAUMUR.  
A most delicious Sparkling wine and extremely moderate in price. 2 Doz. Pints. \$23.00 1 Doz. Quarts. \$21.00  
PRICE...  
BUCHANAN'S WHISKY. "BLACK & WHITE" HOUSE OF COMMONS  
This splendid and well-known Whisky has one of the Largest Sales in England and the  
Colonies. It is wonderfully MELLOW and WELL MATURED.  
PRICE—Per Doz. \$15.00. Special Rates to the Trade.  
SOLE AGENTS for above—LANE, CRAWFORD & CO., [438]

CUTLER, PALMER & CO.  
ESTABLISHED IN LONDON IN 1815.  
SHIPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—  
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT  
\$22.50 PER DOZ. \$20 PER DOZ.  
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassall.

DOURO PORT.  
\$14.25 PER DOZ.  
A fine, full, and fruity wine.  
AMOROSO SHERRY.  
\$20 PER DOZ.  
LA TORRE SHERRY.  
\$16.75 PER DOZ.  
A natural and most pleasant wine to the taste.

THE ELITE OF WHISKY.—  
THE "PALL MALL."  
\$20 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY.  
\$10.75 PER DOZ.  
Very soft, palatable, and mature.  
VERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.  
AGENTS—SIEMSEN & CO., HONGKONG. [447]

VERY OLD SCOTCH OLD VATTED WHISKY.  
EXTRA SPECIAL FINEST LIQUEUR  
WHISKY.  
D.O.M.,  
\$39.75 PER DOZ.  
THESE BLENDS ARE COMPOSED ENTIRELY OF THE  
FINE PRODUCTS OF WELL-KNOWN HIGHLAND DISTIL-  
LERIES, THOROUGHLY MATURED IN SHERRY CASKS IN  
BOND, AND ARE UNRIVALLED IN DELICACY OF FLAVOUR  
SOLE AGENTS—

CALDBECK, MACGREGOR & CO.  
WINE AND SPIRIT MERCHANTS.  
15, Queen's Road,  
Hongkong, 26th June, 1901. [440]

PHOTO-PLATE, PAPERS  
GRAPHIC AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [444]

AERATED WATERS.  
WATKINS' CROWN BRAND.  
UNSURPASSABLE FOR PURITY AND  
FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.  
WATKINS, LIMITED. [445]

PILSENER BEER  
LONG BOTTLE - \$13.00  
MÜNCHENER BEER 14.00  
Apply to  
G. GIRAULT. [445]

REMINGTON TYPEWRITERS  
WITH ALL REQUISITES.  
SIEMSEN & CO.  
SOLE AGENTS.  
W. BREWER & CO.  
NEW BOOKS AND NEW EDITIONS.

Figaro Salon, 1901. Panorama Salon, 1901.  
Britannia's Bulwarks (Paris 1 & 2 ready) { 35 c. each  
Pictures of the Year, 1901 ... 70  
Work, by Zola ... 25  
The Young Fur Traders, by Ballantyne ... 35  
The White Company, by Conan Doyle ... cts.  
Saddle and Sabre, by Hawley Smart ... each  
Scott's Stamp Catalogue, 1901 ... 150  
Villu Buben, by Sinclair ... 150  
Edward Blake, by Sheldon ... 150  
Days of Doubt, by Meadows ... 150  
Fascination of the King, by Boothby ... 150  
The Silver Skull, by Crockett ... 150  
Love Letters of an Englishwoman ... 125  
Brought to Bay, by Savage ... 125  
Dr. Ogilvie's New English Dictionary ... 125  
KODAK FILMS, 3 by 4 in.

COTTAM & CO.  
HONGKONG HOTEL BUILDINGS.  
CELLULAR CLOTHING. LIGHT, DURABLE, and COOL.  
A FULL STOCK OF  
TENNIS SHIRTS, DAY SHIRTS AND SINGLETS. [441]

NOTICES OF FIRMS  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
NOTICE  
DURING my temporary absence from the  
Colony, Mr. P. DE CHAMPEAUX  
will assume the CHARGE of the above Com-  
pany's Agency at this port.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 29th June, 1901. [1614]

THE Bazaar hitherto carried on by Messrs.  
L. A. GUBBAY and M. H. MICHAEL  
as SHARE and GENERAL BROKERS  
will in future be conducted under the Style  
and Firm of  
GUBBAY & MICHAEL.  
Hongkong, 1st July, 1901. [1645]

NOTICE  
FROM This Date Mr. ROBERT  
HAY BERRY MITCHELL will be  
MANAGER of our Hongkong Business and  
will Sign our Firm per Pro.  
H. PRICE & CO.  
Hongkong, 1st July, 1901. [1648]

NOTICE  
IS HEREBY GIVEN that  
Mr. CHANG YU PO is Authorized  
to SIGN our Firm per PROCURATION from  
this date for my Temporary Absence from  
the Colony.  
C. W. BISMARCK,  
p. BISMARCK & CO., [1604]  
Hongkong, 27th June, 1901.

FOR SALE  
THE GERMAN STEAMER  
"MUENCHEN."  
4,526 Tons Gross, 2,855 Tons Net,  
as she now lies in the Cosmopolitan Dock at  
Kowloon, Hongkong, in damaged condition,  
with all her GEAR, TACKLE, ENGINES,  
BOILERS, MACHINERY and APPUR-  
TENANCES now on Board.  
For Particulars and Inspecting Order,  
Apply to—  
MELCHERS & CO.,  
Agents.  
NORDDEUTSCHER LLOYD,  
Hongkong, 29th June, 1901. [1619]

B. J. BARLOW,  
CONSULTING ENGINEER, SURVEYOR  
AND CONTRACTOR.  
Plans and Specifications Supplied for any  
Class of Engineering Work. Marine  
Work a Specialty. Designs prepared for  
Small Coast Steamers, Light Draught Vessels,  
Dredgers, Tug-Boats, Launches and Barges  
of any Class or for Special Requirements.  
New and Repair Work Supervised. Contractor  
for the Supply and Erection of any type of  
Machinery.  
Telegrams "BARLOW," Hongkong.  
Telephone No. 74.  
P. O. Box, No. 74.  
OFFICE—9, QUEEN'S ROAD CENTRAL.  
B. J. BARLOW.  
Hongkong, 12th June, 1901. [4148]

"BOA VISTA" HOTEL,  
MACAO.  
THE most healthy place in South China.  
Macao is 40 miles West of Hongkong, and  
the trip is made each day (Sundays excepted) by  
the Steamer "HEUNGSHAN," Capt. W. E.  
CLARKE, leaving Hongkong at 2 p.m., or  
according to Schedule, and Macao at 7.30 a.m.  
Connection made at Macao with Company's  
Steamer to and from Canton.  
Cable Address—"Boavista."  
CLARKE & CO.,  
Proprietors.  
For Terms, apply to  
MANAGER.  
Hongkong, 26th June, 1901. [1918]

NOTICE  
W. E. the undersigned, beg to notify the  
Public and Shipping Community that  
we have just received a Large Stock of  
ENGLISH LAGER PILSENER in Cases of  
6 dozen Pints for \$14 and \$2.50 per dozen, for  
which we have been appointed Sole Agents by  
the WEXHAM LAGER COMPANY, LIMITED.  
This Beer speaks for itself.  
RITCHIE & CO.,  
No. 39, Des Vaux Road.  
Hongkong, 26th June, 1901. [1912]

BLACKBERRY  
BRANDY.  
A delicious liqueur and in-  
valuable for diarrhoea and chills.  
Per litre bottle ... \$2.25.  
"4" ... 1.25.  
H. PRICE & CO.

HOTELS.

HONGKONG HOTEL  
A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGES MODERATE. [50]

THE  
PEAK HOTEL.  
City Office: 7, Dalhousie Street. [905]  
HOTEL CRAIGIEBURN.  
PUNKET'S GAP, The PEAK, near the  
Train Station.  
Tel. 56.  
For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [153]

THE WAVERLEY HOTEL.  
ICE HOUSE STREET, HONGKONG.  
A  
FIRST-CLASS, PRIVATE HOTEL.  
Handsomely Furnished and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMIL-  
IES by the DAY or MONTH. [51]  
THE CONNAUGHT HOTEL.  
A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Man-  
agement.  
Terms Moderate. A. FONSECA,  
Manager.  
Hongkong, 1st December, 1899. [52]

KOWLOON HOTEL.  
THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a delig-  
htful Garden, it is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
J. W. OSBORNE, J. H. DOWNS,  
Proprietors.  
Hongkong, 8th September, 1900. [1443]

HING KEE HOTEL.  
(ESTABLISHED 1873)  
MACAO.  
THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRATA, GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "Hingkee" [1912]

NOTICE  
W. E. the undersigned, beg to notify the  
Public and Shipping Community that  
we have just received a Large Stock of  
ENGLISH LAGER PILSENER in Cases of  
6 dozen Pints for \$14 and \$2.50 per dozen, for  
which we have been appointed Sole Agents by  
the WEXHAM LAGER COMPANY, LIMITED.  
This Beer speaks for itself.  
RITCHIE & CO.,  
No. 39, Des Vaux Road.  
Hongkong, 26th June, 1901. [1912]



## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case	Per Case
	1 doz. Bts.	2 doz. Bts.
ST. ESTEPE	\$ 6.95	\$ 7.50
ST. JULIEN	9.00	9.6
LA ROSE	12.05	13.92
CHATEAU HAUT BRION		
LARIVET	18.60	19.20
CHATEAU MOUTON D'AR-		
MAILHACQ	21.00	22.20
CHATEAU PONTET CANET	25.00	
CHATEAU LA TOUR CAR-		
NET	30.00	
CHATEAU RAUZAN	42.00	
CHATEAU LAFITE	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and Sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED.

[35]

## BIRTH.

On the 23rd June, at Singapore, the wife of P. Kornblum, of a daughter.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd July, 1901

It is, we imagine, with feelings of no little satisfaction that Hongkong residents generally have within the past twenty-four hours seen laid before them a Petition addressed to the Secretary of State for the Colonies, praying for an independent enquiry into the sanitary condition of this Colony and the measures to be adopted to improve the existing state of affairs. This Petition now awaits the signature of all who wish to support it; and the various places in the Colony where it can be seen and where signatures will be received are specified elsewhere. When its terms become known, we feel sure that there will be no reluctance on the part of those interested in the welfare of this Colony to subscribe their names. In the first place it must be clearly understood that there is no violent attack on the Government of Hongkong, past or present. An indictment, and a strong one, of Government methods of looking after the health of the place, it certainly is. But it is a temperately worded document, relying for its force mainly on the citation of the reports of sanitary and medical experts from 1878 onwards. These extracts form as it were the backbone of the Petition, and it is for this reason, we suppose, that they were not relegated to an Appendix. The Committee who draw up the appeal no doubt recollected the report of a former Governor of Hongkong who, having his attention drawn to the fact that a certain document contained references to an appendix which had somehow been omitted, remarked that it didn't matter—no one read appendices.

The Petition, as drawn up by the Committee and now presented to the public, commences with a short summary of the state of the Colony and a declaration of the necessity, if its future welfare is to be assured, that the public health must be protected. It is then pointed out that hitherto the colonists have had no effective voice in municipal and sanitary matters, and that the present insanitary condition of Hongkong cannot be laid at the door of the Sanitary Board, which has no power to carry out its own recommendations, but must be attributed to the Colonial Govern-

ment itself. Then follow a series of extracts from the reports of Dr. AYRES, Colonial Surgeon, in 1873, when he spoke of the probability of "an epidemic of unenviable renown"; the report of Mr. OSBORN CHADWICK, special Sanitary Commissioner, in 1882, the highly important recommendations of whom were almost entirely ignored, though he did not hesitate to say if they were not adopted their necessity might be "demonstrated by the irresistible logic of a severe epidemic"; and the report of Dr. FRANCIS CLARK, Medical Officer of Health, in the present year—a report which we have but recently considered. In reference particularly to the report of Mr. CHADWICK, whose appointment in 1881 was obtained from England at a considerable expense to the Colony, the Petition goes into the most important of his suggestions and shows how they have been neglected, for the most part as completely as if they had never been made. Next Mr. COOPER'S Sanitary Sewerage System is dealt with, and it is shown that it is still without the safeguards which Mr. CHADWICK thought necessary. Extracts follow from Dr. AYRES'S report in 1882; the late Colonial Surgeon's report in 1893 (wherein he speaks of "the filthy state of things existing in the City"); the report of the Commission appointed in 1897 to enquire into the existence of insanitary properties in Hongkong; and Dr. CLARK'S recent remarks at the Sanitary Board on the reckless sale of Crown Lands in Victoria and on surface-crowding. The neglect is then touched on of the Sanitary Board's recommendations as to latrines, in 1896-99; as to a cattle-crematorium, in 1898; the height of buildings in 1898; the lime-washing of villages, in 1900. As a climax, the state of affairs as to Plague is dealt with, effective use being made of the report of Dr. J. A. LOWSON on the terrible epidemic of 1894. Dr. LOWSON then wrote, it is pointed out, that he was convinced that an epidemic of plague would be tackled and got under rapidly if men in sufficient numbers could be got to do the work. In the present year there have been one Medical Officer on duty at Kennedytown Hospital, living a mile away and with prison and police duty also to attend to, and one Medical Officer of Health, assisted by one Sanitary Surveyor and twenty Inspectors of Nuisances, not specially trained. This is the staff which looks after the health of 250,000 persons, of the mixed character which we have here.

After quoting the letter of the Chamber of Commerce on the 7th ult. and the Government's reply on the 13th, the Petition sums up the situation, and concludes by praying the Secretary of State for the Colonies:—

- "1. To appoint a Commission consisting of a person or persons wholly unconnected with the Colony to proceed forthwith to Hongkong to investigate and report (a) on the Sanitary Condition of the Colony; (b) on the measures to be adopted for the improvement of the City of Victoria and of the Colony as it at present exists.
- "2. That he will be pleased to attach to the said Commission some independent Sanitary Expert to advise."
- "3. That after receiving and considering the Report of such Commission, he will give directions for the Recommendations of that Commission to be forthwith carried into effect."

This Petition deserves the support of the whole public of this Colony. The state of affairs recorded therein is intolerable, and if Hongkong is to continue as a prosperous Colony this state must be ended. It has become evident that the local Government, though through no want of desire, is unable to cope with the situation, which has simply got beyond it. For this reason we now appeal to higher authority and for independent assistance. We do not see how the appeal can be disregarded.

The tramway spoken of in the proposed Bill, as printed in *extenso* in the *Government Gazette* of June 29th, and reproduced in part in our issue of yesterday, is split up into seven sections. Section 1 begins out at Kennedy Town, with a short single line about three furlongs in length, at a point east of the intersection of Chater Street and Smithfield. Section 2, a double line nearly four and a half miles in length, extends from Kennedy Town through the densest parts of Victoria—Saiyungpun, the City Central, and Wanchai—out to the Causeway Road. Sections 3 and 4, are single lines, connecting the main double line with the Praya East, thereby tapping the heavy traffic of that busy quarter. Section 5 is a double line, almost half-a-mile long, going from Morrison Hill Road to the Race Course, to within fifty feet of the harbour end of the Grand Stand. The foregoing five sections being within the limits of the city, are to be constructed, laid down, and maintained, as nearly as practicable, in the middle of the roadway; they are also to be watered, to allay dust, to the satisfaction of the Director of Public Works. Section 6, a single line,

just over two and a half miles long, continues the termination of Section 2 in Causeway Road, and proceeds past North Point Battery, to within two hundred yards of No. 5 Bridge. Section 7, a single line, with passing places, is above a mile and a quarter in length, and carries the line along the new road now being constructed in front of the Quarry Bay Dock Works, right on into Shaokiuin. The total length to be laid is just over nine and a quarter miles. When finished, it will undoubtedly be a great and convenient addition to our present limited means of locomotion. The plans, four in number, and all dated April 9th of this year, have been already deposited, by the Company, in the office of the Director of Public Works. The gauge is not to be less than three feet six inches; it may be greater. The rails are to be steel, and so laid as not to project above the level of the road way. The cars, trucks and other rolling-stock must not exceed four feet six inches in extreme width, and must be fitted with flanged wheels. The construction of such a line, in its initial stages, implies more or less frequent interruption of traffic, alteration in position of gas and water-mains, temporary interference with or displacement of sewers, drains, water-courses and sub-ways, of tubes, wires, standards, poles, and other apparatus for telegraphic, telephonic, electric-lighting, and other kindred purposes; hence many of the provisions of the proposed Bill are specially designed to protect the existing interests of government departments, public companies and private persons. Any difference that may crop up, owing to the clashing of this Company's interests with already acquired privileges, is to be settled by a special case in the local Supreme Court, unless it is provided for in the Ordinance for which this Company will apply. No portion of the line can be opened for public use till certified fit to be so by the Director of Public Works, or by some other duly appointed official, as well as by special notification in the *Government Gazette*. The whole of the line authorised, unless a prolongation of time has been specifically granted by the Governor in Council, is to be completed and thrown open for public traffic within three years from the commencement of the Ordinance; and within one year of this particular date the construction must be substantially begun. At the end of fifty years from the date of the Ordinance, the Government has the option, under certain easy conditions, of acquiring by purchase, at a fair marketable value, the entire undertaking—lands, buildings, works, materials and plant, with all privileges. The motive power is to be electricity, conveyed by a bare overhead wire, and by the tram-rails. The speed, on sections 1 to 5 inclusive, i.e. between Kennedytown and Causeway Bay, is not to exceed ten miles per hour; the Governor in Council, may, should he see fit, authorise a maximum speed of twelve miles per hour on this part of the line. On sections 6 and 7, Causeway Bay to Shaokiuin, a speed of fifteen miles an hour is allowed. Going through movable facing-points, at crossings and passing places, speed is to be reduced to four miles per hour. Subject to the assent of the Governor in Council, the Company has power to sell, lease, or mortgage the whole or part of its property and acquired rights. Postmen and policemen, on duty and in uniform, are to travel free of cost. The tramway may be used to carry passengers, animals, goods, merchandise, commodities, minerals, and parcels, at fixed tariff prices. Special cars are to be provided for Chinese third class passengers. In consideration of the numerous rights, powers and authorities to be conferred by Government, the Company, for the first thirty-five years of its existence, dating from the day of opening to traffic, is to pay into the local Treasury a royalty of 5 per cent. per annum of its annual gross profits; after that period, they shall pay an increased royalty of 25 per cent. of their annual profits each year as long as they exist as a Company. The fares to be charged are most reasonable. Taking the General Post Office as the central point, the city portion of the line will stretch westwards to Kennedytown, and eastwards to Causeway Bay. The fares on each of these two sections, for either part or whole journey, are 15 cents for 1st class, 10 cents for 2nd class, and 5 cents for 3rd class passengers. Over the Shaokiuin part of the line, i.e., east of Causeway Bay, the fares are 20 cents, 15 cents and 5 cents respectively. Further, before 7 a.m. and after 5.30 p.m., at least two cars each way, morning and evening, shall be run daily, at reduced fares, not exceeding 3 cents per journey per passenger, for the special convenience of artisans, mechanics, and the coolie class generally. The Company is to deposit \$10,000 with the Government as a guarantee of good faith. Such, in brief, is the outline of the Bill which this Electric Tram Company intends to bring before the Legislative Council at no very distant date. If it passes, and there seems no possible reason to suppose that it will be thwarted in any way, it will assuredly revolutionise the traffic and appearance of the lower levels. There can be little reason-

able doubt, too, that the scheme will materially help to cut the Gordian knot of cheaper artisan tenements, as well as the equally serious one of overcrowding, in as much as it will enable the suburbs, where land is cheaper and rents lower, to be got at expeditiously and cheaply. On these grounds alone it appears worthy of support.

The German gunboat *Jaguar* left yesterday for Foochow.

H.M.S. *Centurion*, with Admiral Sir E. H. Seymour on board, arrived yesterday morning.

A correspondent complains that recently a letter of his took a week to reach the Peak from Kowloon.

A Chinese lad, seventeen years of age, accidentally fell over the side of a Canton steamer on Sunday evening and was drowned.

The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—P. M. N., \$7.30.

The General Officer Commanding the troops directs that during the present extremely hot weather soldiers shall not play at cricket or other outdoor games before 5 p.m.

A trial of the suction dredger's pumps was made yesterday afternoon, when they were found to work satisfactorily. The attempt to raise the vessel will be made this afternoon at three o'clock.

A coal-coolie was admitted to the Government Civil Hospital yesterday suffering from severe injuries sustained by a fall into the hold of a junk from which the steamer *Sikong* was being coaled.

Apas from plague last week the cases of communicable disease reported in the Colony were:—Bubonic fever, 3 cases (one European, 2 Chinese); 2 deaths; paratyphoid fever 2 cases (Chinese, one in the Harbour), one death.

"Take these bars away and I'll kill a regiment of you," shouted a drunken American, as he tugged at the bars of his cell at the Central Police Station yesterday. The invitation, needless to add, was not accepted.

We have received a letter, signed "Two Kwang," endorsing what we said about the necessity of a strong appointment to H. B. M. Consulate at Canton. The letter, however, is rather too powerfully worded to admit of its publication.

In these days of keen competition we find the Chinese are gradually entering the field in all branches of trade. Messrs. Dang Chee, Son & Co., of D'Agulhar Street and New South Wales, announce that they have opened a branch here to handle their colonial business.

H. M. S. *Hermione*, homeward bound, had a splendid send off yesterday morning from the men-of-war in the harbour, especially from the *Centurion*. We are informed that the crew will be re-shipped at Malta, and the *Hermione* will be refitted there for another term on the China Station.

At the V.R.C., Kowloon, last night a water polo match took place between teams representing the Garrison and Field Battery, H.K.V.C. The Garrison team was the stronger, but lacked the combination of the Volunteers, who won by five goals to two. There was a large attendance of spectators.

At the Supreme Court yesterday, before His Honour A. G. Wise, Acting Chief Justice, Messrs. Banker & Co., merchants, Queen's Road, sued Hui Wan Po and others for the sum of \$3,955.56, the balance due on goods sold and delivered. The action was undefended. His Lordship entered judgment for the plaintiffs, with costs.

The *Echo de Chine* in a leading article last week wrote:—There can be no question that we shall have before long to bring back our troops who are leaving China unconquered, since they are leaving her unpunished. At Tientsin there was a day or two ago a celebration (?) of the anniversary of the siege of that city. We should not be at all surprised even to see this life repeated next year, but with a change of scenery, the Boxers holding their meeting over the ruins of Gordon Hall, under the presidency of General Tung Fuh-siang, in place of General Wogack.

The Tientsin correspondent of the *N.O. Daily News* telegraphed on the 25th June:—The banquet and fête last evening in commemoration of the anniversary of the relief of Tientsin were a brilliant success. Mr. A. Zimmermann, the German Consul (who has replaced General Wogack on the Provisional Government), presided, and made special reference to the gallant services of General Wogack, Captains Bayly and Burke, Jim Watts, and the volunteers. The fireworks included a set piece which represented a mimic bombardment of Gordon Hall. General Wogack telegraphed his congratulations.

Early on the morning of the 23rd ult. a fire was announced in the Yangtzeopoo district, Shanghai, and was found to have broken out in a shed on the premises of the Ewo Cotton Mill. Some 170 piculs of waste cotton were in the building at the time. The flames issued one of the automatic sprinklers, with which the mill is well supplied, to commence playing water into the room. The cotton waste was damaged by fire and water, and the building to which the fire was confined was totally destroyed. The damage is estimated at about Tls. 4,000 to Tls. 5,000, and the companies concerned are the Eastern and China Fire.

The French propose to have a commemorative medal for the China expedition.

The 4th Gurkha Rifles are under orders to leave Shanghai for the north at an early date.

The Shanghai Mercury Co., Ltd., at its first annual meeting last week announced a dividend of 10 per cent. for the whole year.

The P. & O. steamer *Pengat*, with the next English mail left Singapore on the 29th ult. at 4 p.m., and is expected here on the 4th inst., at about 4 p.m.

The local branch of the China Association intends, if the time can be found before Admiral Seymour's departure for home, to entertain him at a luncheon in his honour.

Mr. Harry B. Wilson, an assistant in the firm of Messrs. Guthrie and Co., and a member of the Siamese Consular Staff at Singapore, was drowned whilst bathing in the sea off Tanjong Katong on the evening of the 23rd ult.

Messrs. Jardine, Matheson and Co., Hunt and Co., Hellyer and Co., Bernard and Co., and J. M. Brandenstein and Co., have written to the President of the Japan Tea Guild, contradicting a report that they favoured the formation of a Tea Trust.

It is stated that the Ministers at Peking have sent an emphatic note to the Peace Commissioners demanding the immediate suppression of the Lien-chung (Anti-Missionary Society) which has been lately very active throughout the province of Chihli. The organisation must be suppressed within a certain limited time, which is clearly specified in the Note.

Last November, for the first time in the history of the new German Colony, two French men-of-war visited Kiaochau, and this was followed recently by a visit from the *Surprise*. Her officers were freely feted by the authorities of the Colony. Now orders have been received by the German cruiser *Imne*, under orders for home, to go by way of Amoy to Saigon, and thence home.

A Shanghai native paper states that owing to the great number of so-called Roman Catholics in Peking guilty of crimes, the Bishop has agreed with the local officials that, with the exception of crimes for which the punishment is death, the local officials may proceed at once to the trial and settlement of all cases, without reference to their connection with the church. In the class of cases accepted there must first be an agreement come to between the officials and the church dignitaries.

Mr. Byron Brennan, C.M.G., British Consul-General at Shanghai, left that port by the *Empress of India* on Saturday last, and is retiring from the service. He is to be succeeded at Shanghai by Mr. Pelham Warren, but the latter will remain at Hankow until the arrival there in August next of Mr. H. F. Brady, who replaces Mr. E. H. Fraser, who is now in Japan and is going home on sick leave. Until Mr. Warren's arrival, Mr. F. S. A. Bourne, Assistant Judge, will be Acting Consul-General at Shanghai.

It is stated in the *Universal Gazette* that the Chinese Government has decided to order a general taxation of dwelling-houses, etc., throughout the Empire, and has ordered all Viceroys and Governors of provinces to recommend what steps shall be taken in the matter for the approval of the Throne. Our Canton correspondent's letter in yesterday's issue bears this out. The *N.C. Daily News* comments on the tax thus:—As a matter of fact this sort of tax wherever hitherto attempted by local authorities has always been strenuously opposed by all classes of people in the Empire; hence it would be safe to predict that even with the sanction of the Central Government there will be considerable opposition by the people to this mode of raising money.

The *Kobe Chronicle* of the 22nd ult. says that the assassination of Mr. Hoshi Tora at Tokyo on the previous day will recall the incident which led to the death in 1889 of Viscount Mori when Minister of Education, and to the bomb explosion in 1890, when Count Okuma, then Minister for Foreign Affairs, lost his leg. Both those statesmen, however, were in office at the time, while it is now some months since Mr. Hoshi surrendered his portfolio of the Department of Communications. Mr. Hoshi was Chairman of the Municipal Assembly, and was doubtless present at the meeting referred to in the telegram by virtue of his office when he was stabbed to the heart. Mr. Hoshi has played many parts in his time, and has for a considerable number of years been an object of interest to the public, so that his sudden death by the hand of an assassin forms a dramatic end to a stormy career.

While congratulating General O'Moore Creagh on his appointment to the command of the British Expeditionary Force in China, says the *N.C. Daily News*, we cannot but express the general and deep regret that is felt at the news that he will have to leave Shanghai for the North. The General and Mrs. Creagh have endeared themselves to all who have had the honour and pleasure of knowing them here, and they will leave us with a real sense of loss on our part, and the heartiest wishes for their future happiness and prosperity. A happier selection for the command of the British garrison in Shanghai could not have been made. General Creagh's unfailing *bonhomie* and *savoir faire* have obtained every friction that might otherwise have arisen between the British troops and those of other Powers, and it is very much to his tact and amiability, seconded by his Orderly Officer, Major Watson, that the persistent good feeling that has existed here between the various contingents during the joint occupation of Shanghai is due.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 1st July, 8.16 p.m.

## ANOTHER ABORTIVE SUICIDE.

A telegram from Hsinifu to-day states that Ching Sing's attempted suicide was abortive.

## TAIYUANFU THREATENED.

Father Barnabas, Vicar-General at Taiyuanfu, writes on the 10th June, urging that a German force should come and protect Taiyuanfu against General Tung Fuh-siang.

## GENERAL NEWS.

London, 30th June, 6.50 p.m.

## THE RUSSIAN MINISTER AT PEKING.

It is reported that M. de Giers has been appointed to Munich, and that M. Lessar, of Russo-Afghan frontier fame, is his probable successor at Peking. The *Daily Chronicle* describes M. Lessar as a warm admirer of England.

## THE GERMAN BANK FAILURE.

The failure of the Leipziger Bank has caused the greatest excitement throughout Saxony. The managing directors have been arrested.

## REUTER'S SERVICE.

LONDON, 29th June.

DECORATION FOR NAVAL NON-COMMISSIONED OFFICERS.  
King Edward has approved of the institution of a decoration to be called the Conspicuous Service Cross, for Naval Non-Commissioned Officers performing distinguished services before the enemy.

## THE PLAGUE.

During the 48 hours ending at noon yesterday there were reported 10 fresh plague cases (8 Chinese, one other Asiatic, and one European) and 8 deaths (Chinese). Last week's figures were:—62 cases and 61 deaths, as against the previous weeks 155 cases and 152 deaths.

Miss Calcutt, the latest European patient, is doing well, and her temperature yesterday morning had gone down to normal.

Mrs. A. M. dos Remedios, a Portuguese, of No. 12, Bellios Terrace, has been admitted to the Kennedytown Hospital.

A Malay, by the name of Mahomed Juan, of 29, Irving Street, Jardine's Bazaar, has also been admitted as a patient.

A Chilean sailor named Hooto Malis has been discharged.

## CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## A DANGEROUS ROAD.

TO THE EDITOR OF THE "DAILY PRESS."  
1st July.

SIR,—As I appear to have accomplished my purpose and drawn public attention to the above subject, nothing remains for me to do except to thank Mr. Ross for affording me the information I required about the traffic regulations on the road in question.—Yours, etc.,  
PATERFAMILIAS.

[This correspondence must now close.—ED. D. P.]

## LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Pengat* left Singapore for this port on the 29th ult. at 4 p.m., with the outward English mails, and is due here on the 4th inst. at about 4 p.m.

The C.P.R. steamer *Empress of India* arrived at Nagasaki at 7.30 a.m. on the 1st inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 9 p.m., to-day.

The O. & O. steamer *Doric*, with mails, &c., which left hence June 1st for San Francisco via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu, arrived at her destination on June 28th.

The fever of stock speculation in New York has given rise to a new and startling fad. Stockbrokers and others suffering from the prevalent excitement recently discovered that oxygen is good for the nerves, and the news spread until the oxygen fad invaded fashionable society. Oxygen parties now threaten to become the rage. The gas is supplied in tanks, and the guests, lounging in comfortable chairs, inhale it through long tubes, like Tarkis smoking, and enjoy the sensation of the blood tingling in their finger-tips and the feeling of mental exhilaration. The idea is said to have originated from Jules Verne's story, *Dr. Ox's Experiment*. Doctors ridicule it and say that in many cases serious consequences may follow.



## MACAO.

[FROM OUR CORRESPONDENT.]

## THE IMPROVEMENT OF MACAO.

In remarking on the recent sanitary improvement, which have been made in the city of Macao, in the notes published in the *Daily Press* of the 19th ult., reference was made particularly to the district of Vo-long and the vicinity of San Lazarro. It is pleasing to be able to follow so soon after with the news of another forward step in the movement in regard to the city improvement scheme. In the very heart of Chinatown, that is, near where the bazaar is situated, lie the ruins of the old market-place, burnt down not many years ago. Whether through neglect, or through inefficiency of public funds, or through both, the remains that since the memorable fire nothing has been done to remove a standing danger to public health and a rebuke to civilization—as the preamble of the expropriation proclamation rather forcibly puts it—constituted by these ruins and their insalubrious environment. Thanks to the regenerating influence of a progressive administrator and to the well-directed energies of the public works officials, the resumption of this district, popularly denominated the old bazaar of San Domingo, has at last been decided upon. Steps are being taken to carry it into effect. The proclamation of the Governor in Council, under the authority of which the expropriation is to be enforced, is published in the *Boletim Oficial* of the 8th June.

## A NEW OBSERVATORY.

Another item of news connected with public works is the approval of an expenditure of fifteen hundred dollars for the fitting up of the house adjoining the church in Penha for the purposes of a meteorological observatory. To what extent Government here act upon the suggestions of the local Senate in public matters will be more readily appreciated when it is explained that the promising improvement in the meteorological service is the outcome of one of a series of recommendations embodied in the report drawn up by the Senate and presented to the Colonial National Congress in Lisbon. The report is dated the 15th February, 1901. The recommendations of the Senate in regard to this observatory are to the following effect:—

In Macao, where typhoons are frequent, a meteorological station is of much utility for the furnishing of weather forecasts to the seafaring community. One already exists here under the direction of the Harbour Master. Notwithstanding that, as a rule, the harbour masters of Macao have devoted much attention to this branch of their work, it must be conceded that these officers have neither the necessary permanence in their office nor yet time enough to devote seriously to meteorological studies. It is much to be desired that a meteorological observatory may be established in the hermitage of Penha, like those in Manila and Shanghai, equipped with like appliances and provided with an equally capable personnel. The observatories referred to are under the direction of members of the religious order of Society of Jesus, and have rendered great and important services in the cause of commerce and navigation. In Macao it will be easy to organize a similar observatory, relying upon members of the same religious order—the professors of the Seminario Diocesano—for its direction. In a short time, and with very little money, we shall be possessed of an observatory on all fours with those of Manila and Shanghai, with an efficient staff who will devote themselves exclusively to meteorological science and who will be in constant touch with the two celebrated observatories above-mentioned, thus supplying a want that is felt in South China. Such an observatory will bring prestige and fame to the colony of Macao.

In the Hongkong Observatory, under the skilled control of Dr. Dobereck and his hard-worked staff, of so little consequence as to be as little thought of by the Portuguese senators, on has it, by inadvertence, escaped mention in the senators' report? Surely no reflection could have been intended on the Kowloon Observatory when it was stated that when Macao is furnished with a proper observation station the want of such an establishment in South China will have been supplied. The labours and researches, recorded in the voluminous publications issued from the office of the Government printers of Hongkong, of the English observatory in this part of the world have received too many encomiums from the scientific press and societies of Europe to need to be further extolled in the columns of local journals.

## AN INTERESTING SITE.

The site where the contemplated observatory is to be equipped—Penha—derives its name from the Ermida de Nossa Senhora da Penha de Francia. This hermitage was erected on the western hill (the hill of "Lilao") by the Augustine friars in 1622. Two years later the chapel was enlarged by subscription raised amongst the devotees. Inscribed on a corner-stone, which can be seen in the church to-day, is the legend that it was re-erected in 1837. Such was the devotion of sea-farers to the Blessed Lady, to whom the church was dedicated, that it was the wont of Portuguese ships entering port to salute the hermitage with a few guns. Nor is this manifestation without its meaning; for in the palm days of Portuguese shipping, trading in these waters the frail crafts employed by them were, not infrequently, overtaken in their long and solitary way by the storms and seas that waged their "unmistakable war," and it was at such times of distress that these way-farers on the ocean made their vows to Nossa Senhora da Penha to save them from death or disaster. In fulfillment, therefore, of their promises, when they had escaped, the devotees would repair to Penha and by prayer and donations offer their thanksgivings. The feast of Nossa Senhora da Penha is still kept up every year. On the last occasion, on the 19th May, a brilliant illumination of the whole facade of the church with hundreds of Japanese

lanterns and the lighting up of the hill approach to the church by means of bonfires, marked the joyous festival of the patroness of the sea-faring people. The establishment of this observatory in Penha, associated as it is for many generations past with the devotion of the shipping community, should augur well for a long career of usefulness.

## AN UNCLAIMED AMERICAN.

In the month of April last, the newspapers of Hongkong recorded the death of a supposed American citizen by the name of Ralph Kirk, who, it was surmised, met his end by drowning. The body of the deceased was found on the beach in Area Preta, on the 6th April last. The unfortunate man was an utter stranger in the colony. A notification has been issued by the judicial authorities calling upon the heirs, creditors and others interested in the deceased to lay their claims for the property found on the person of Kirk. It consists of certain trinkets and other articles of jewellery of but little value.

## NEW HARBOUR MASTER.

Capt. Albano Alves Branco, having arrived in the colony, has assumed the duties of harbour master, vice Captain Talone, deceased.

## POLICE COURT.

Monday, 1st July.

BEFORE MR. HAZLELAND.

## INQUIRY INTO THE FIRE ON THE U. S. S. "ARETHUSA."

The enquiry into the cause of the fire in the shaft-tunnel of the U. S. S. *Arethusa*, water-tender to the United States Navy, in which ten men lost their lives was held yesterday at 2.30. The first witness called was Dr. Bell, Acting Principal Civil Surgeon of the Colony.

Dr. Bell deposed to the fact of having examined some of the victims of the fire, and having admitted others injured into the Civil Government Hospital, who had since died from the effects of the injuries received.

The next witness was Police Sergeant Gordon, No. 33, who stated that he heard of a fire having broken out, aboard the U. S. S. *Arethusa* at 8.45 p.m. on the 25th ult., and went at once to the scene of disaster. There he found several injured and two dead men. The dead he had conveyed to the Government Mortuary. Those of the injured who had not been taken away by their friends were attended by Dr. Buchanan, who had then taken to the Government Civil Hospital. On the 26th ult. he found the dead body of Chan Yuen Sin, aged 29, at No. 34 Barclay Street, which was taken to the mortuary, the same day he found one Chan Chong aged 38, at No. 3, Hill Street, badly burned, and sent him to the hospital. He also found the dead bodies of Fung Poi, aged 29, and Chan Hung, aged 25, at Nos. 3 and 5, respectively, Hill Street. On the 27th ult. he found Cheung Fook and Kwai Fong, of No. 76 Albert Street, dead. All these were victims of the fire.

Mr. Monroe, First Assistant Engineer of the U. S. S. *Arethusa* deposed that on the 25th ult. between 8 and 9 p.m., as he came on deck, he noticed smoke issuing from the ventilator connecting with the shaft-tunnel, and immediately put on the hose and started the pumps. In about five minutes after the water was turned into the tunnel the fire was put out. As he ran aft to look down the shaft-tunnel he saw some men coming up. Their clothes were burning, and he pulled off as much of their clothing as he could to save them from further harm. He then went down into the tunnel with Mr. Wynne, a shipwright. They found the smoke very dense. He saw also fire where the talow was lying. He saw a man lying there, and dragged him out, still alive, with the assistance of Mr. Wynne. They then went back again and pulled out two others.

His Worship—Did you see five men lying in the tunnel?

Mr. Monroe—No, Sir, only three. One was still alive, the other two dead.

His Worship—Did you get them on deck?

Mr. Monroe—Yes, Sir, Mr. Wynne and I carried them on deck.

Witness continuing stated that he and Mr. Wynne then went down again to find out the cause of the fire.

Sergeant Gordon at this stage showed his Worship a sketch of the shaft-tunnel and pointed out the places where the fire was supposed to have started and where the workmen were engaged at the time.

His Worship to Mr. Monroe: What did you find in the tunnel?

Mr. Monroe—One tin of copal varnish, a five gallon tin of "Japan Drier," one tin of linseed oil, and fifteen pounds out of the thirty pounds of talow supposed to have been there.

On the 26th ult., at 8.30 p.m., I was informed that there was a fire aboard the U. S. water-tender *Arethusa*. I immediately went to the scene of the fire and discovered that there were men in the shaft tunnel. I at once went down accompanied by the first assistant engineer.

We came upon the body of a man, partly burned but still alive. I and the engineer took him up on deck. We then went below again and found two dead bodies which we also took up on deck. I saw then asked to go down again and try to discover anything which might point to the origin of the fire, but I could find nothing.

His Worship: You have heard the suggestion about the copal varnish?

Mr. Wynne: Yes, Sir, but I did not see any.

I heard afterwards that everything had been taken on deck ere I went down the last time.

His Worship: Did you hear of the statement made by one of the coolies, that a candle was dropped through a crevice into the talow space between the deck of the shaft-tunnel and the ship's body?

Mr. Wynne: Yes, Sir.

His Worship decided to call the coolie next. He was accordingly sworn and stated as follows:—

My name is Chan Yuen. I am a coolie, and was employed to assist the fitters on the ship where the fire broke out. A fitter was bending down with a candle in his hand, when he let it drop, and it fell down a crevice. Immediately there was an explosion and I saw the flames bursting up. I cried "Fire" several times and then went on deck. I was the first to get on deck, two coolies following me.

His Worship: Did the explosion take place as soon as the candle dropped?

Chan Yuen—Yes, at once.

At this point the master of the *Arethusa* stated that though he could understand what the coolie's statement as to what caused the fire, he did not think it feasible, there having been an explosion. Even if there was a certain amount of oil and grease in the talow space, a candle dropped down would not cause an explosion. The statement that such a place would point to the presence of gas beneath the shaft-tunnel deck, and how gas could remain when there was a crevice through

which a candle could drop was inexplicable; as everyone knew gas expands and would escape through such a crevice. On the other hand, the theory that the dropping of a candle down the crevice caused the fire, was a very probable one, far more so, indeed, than the theory that the candle falling on the copal varnish caused the conflagration. The tin was a small one, and it would require great intensity of heat before it exploded. Moreover, the tin was hardly damaged—only a little blackened on one side. (Tin shown in court.) The fire was extinguished in about five minutes.

Mr. Wynne stated that he must certainly disagree with the master of the *Arethusa* as to the length of time the fire lasted. What (Mr. Wynne) went down he found the ship's side and shaft very hot. It would take considerably longer than five minutes to heat a ship's side and shaft. The fire must have lasted some time, as the men were found in a bunch. They had evidently been trying to get up the ladder, but were overcome by the flames and smoke. The men were fearfully burnt under the armpits and on their feet, and their fingers were bent as if in the act of grasping the rungs of the ladder.

The master of the *Arethusa* stated that Mr. Wynne must have misunderstood him; he meant that the fire was extinguished in five minutes after the water had been turned on it, no doubt it had lasted some time, and was fierce while it lasted.

His Worship asked if there was an engineer present who could with certainty state whether the oil used for the shaft would create gases.

Mr. Stevenson, Chief Engineer of the *Arethusa* said that no oils except kerosene or spirit of turpentine would generate gases. No kerosene was used, and the tin of copal varnish was not sufficient to generate the amount of gas required to cause an explosion. His opinion was that the candle falling down the crevice dropped on some oily waste and so caused the fire.

Police Sergeant Gordon stated that after the coolie Chan Yuen had made the statement re the explosion, he took him down the tunnel, had him point out the spot, and everything was thoroughly examined. Nothing, however, was found to confirm the idea of an explosion.

His Worship said if the master of the ship desired he could remand the enquiry to some later day this week, to have the place of the accident once more carefully examined.

The captain, though grateful to his Worship for the consideration and interest shown, said it was absolutely necessary for him and his ship to leave if possible by next Thursday.

His Worship thereupon decided to settle the enquiry at once, and gave as his conclusion that the ten men met their death by fire accidentally caused in the shaft-tunnel of the U. S. S. *Arethusa*.

## DISORDERLY JAPANESE.

Another Japanese was up before His Worship charged with disorderly behaviour. He had once before been charged with a similar offence. He was sentenced to pay a \$15 fine or to do one month's hard labour.

## A SOLDIER IN TROUBLE.

Sapper Halling, of the Royal Engineers, was charged with assaulting a Chinese servant of the Bay View Hotel.

Complainant stated that he was carrying wine to other guests, defendant stopped him, and tried to take some of it, and when he (complainant) resisted, defendant struck him with a full brass-knuckled bottle. The bottle burst, and the complainant was cut over the eye, and on the left leg and foot. Defendant then pressed him down on the ground and kicked him.

Another servant employed at the same place corroborated complainant's statement.

P. S. Quinn, No. 47, testified to having seen defendant holding complainant by the throat. Defendant apparently had some drink, but was not intoxicated.

Defendant stated that he was at the Bay View Hotel on Saturday night. He was crossing the road with a stick under his arms. The end of the stick must have accidentally touched complainant, who turned round and struck him. Thereupon defendant was struck in return. During the struggle a bottle of kerosene lamp burst. Probably it had been aimed at him (defendant), but missed him. His Worship in summing up told accused that he had no business to strike the servant. If the man had struck him, he ought to have given him in charge. He would have to pay a fine of \$5 or go to prison for fourteen days.

## A DOUBTFUL CHARGE.

Two Chinese were charged by an Indian with robbing him of one dollar in tin-can pieces while lying asleep on the *Essex* steamer. As the money found on defendants consisted of \$1.10 in ten, twenty and five-cent pieces, his Worship said that if complainant's story of what money he had in his possession was true, the money found on defendants could not be his. Defendants were accordingly discharged.

## BEFORE MR. KEMP.

IN POSSESSION OF A SMALL ARSENAL.

A Chinese was presented by Police Sergeant Burchill with being in unlawful possession of four swords, four old pistols and eight horse pistols. The weapons were of various kinds, of Chinese make. The possessor was given the option of paying a \$15 fine or doing fourteen days' hard labour. The weapons were confiscated.

## ILLICIT OPIUM.

There was eight cases of illicit possession of opium, the fines ranging from \$2 or seven days to \$125 or two months' hard labour.

In California, tampering with jockeys has become such a scandal that the Californian race authorities have been compelled to take the matter in hand and deal in a summary manner with the riders, as the following extract will tell: "Jockeys are kept closely slung up between races under lock and key. They are kept, all for their own moral good of course, innocent of what they are to ride until escorted from the cage to the weighing enclosure and thence into the saddle!"

## EXPORT CARGOS.

Per steamer *Doric*, sailed on the 1st June. For San Francisco—16 cases silk-goods. For Corinto—5 cases silk-goods. For Panama—1 case silk-goods. For Guayaquil—2 cases silk-goods. For Callao—1 case silk-goods. For New York—15 cases raw silk.

Per steamer *Nippon Maru*, sailed on the 11th June. For San Francisco—12 cases silk-goods. For Corinto—3 cases silk-goods. For La Libertad—5 cases silk-goods. For Acapulco—1 case silk-goods. For San José de Guatemala—2 cases silk-goods. For Panama—17 cases silk-goods. For Guayaquil—3 cases silk-goods. For Callao—7 cases silk-goods. For New York—5 cases silk-goods.

Per steamer *Peru*, sailed on the 18th June. For San Francisco—7 cases silk-goods. For La Libertad—1 case silk-goods. For Acapulco—1 case silk-goods. For Guayaquil—5 cases silk-goods. For New York—1 case silk-goods, 141 bales raw silk.

## NORTHERN NOTES.

The following items are from the *P. and T. Times* of the 22nd June:—

The railway between Chingting-fa and Paoching has resumed running.

It is reported that the provisional government intend making a market square round the Drum Tower.

The new Provincial Treasury, Chou Fu, contemplates taking up his quarters in Paoching-fa next month.

The Governor of Shansi desires to establish military posts from that Province to Paoching for the protection of missionaries.

Viceroy Chang and Liu have jointly petitioned the Court to adopt the suggestion concerning reform made in 1898.

Good cash are becoming so scarce owing to their being bought up and converted into inferior cash, that their ratio is only 700 to 1,000.

It is reported that some brigands attacked and robbed the Provisional Government bank at Hsiao a few nights ago, but the truth is doubtful.

The Chinese police in Peking have been extorting money and torturing their victims to such an extent that the matter is being stringently gone into.

The attention of the foreign Ministers is being drawn to the increasing "Allied Villagers' movement, and they have demanded that the rising be suppressed within a certain time.

Two native Christians imprisoned by the P. G. for extorting money, having served their time have been released, and it is stated that they are now extorting money with renewed energy.

The *Je Je* states that since the decrease of the foreign troops, the natives to the south-west of Peking have again been giving trouble, and the Chinese officials have sent troops to disperse them.

The censor, Chou Poi, seems rather touchy of foreign matters or anything savouring of the West, as he is causing the arrest now of anyone wearing collars to their summer clothes, and his action has Imperial sanction.

Chinese troops have been gradually entering Chihli as the foreign forces have withdrawn, and the *Je Je* reports the arrival of 100 well dressed sturdy troops who have located themselves on the North side of the river.

A vigorous crusade is being carried on against the river and Bar pirates who have so long flourished, and measures are projected calculated to wipe out this blot upon the port and source of much damage to the trade.

In reply to the censor, Chou Poi, who denounced the students in Peking as spies in disguise and traitors to their country, Li Hung-chang points out that though this may be true in some measure of the students of Germany, those educated in England have been blameless in every way.

The Provisional Government is contemplating and making arrangements to open a Chinese Public Library in the City with the books saved at the time of occupation and others purchased or donated. The Library will include not only the best selection possible of Chinese books, but a liberal number of foreign books for the benefit of those who know something of foreign languages.

A German soldier, presumably a messenger, riding full tilt down Consular Road, about 9 o'clock on Wednesday evening, had the misfortune in turning the corner near the Bund where it is quite dark, to crash into a German service-wagon, and was very badly hurt about the head and face. He was picked up by the occupants of the cart, and two English officers passing at the time rendered such assistance as they could in staunching the man's wounds and finally had the satisfaction of leaving the unfortunate man in the hands of a German officer.

## THE HONGKONG ELECTRIC COMPANY, LIMITED.

The following is the report of the board of directors of the twelfth ordinary yearly meeting of shareholders, to be held at the company's offices, No. 4, Queen's Buildings, at 12.15 p.m., on Saturday, 6th July:—

Gentlemen,—Your directors have the pleasure to submit the accompanying statement of the Company's accounts for the year ending 30th April, 1901.

The balance at credit of profit and loss account is \$55,821.89; after deducting directors' fees (\$3,000) there remains the sum of \$52,821.89 available for appropriation; and your directors recommend that this be disposed of as follows:—

To pay a dividend of 7 per cent. per annum:—  
Say 70 cents per share on 30,000 fully paid shares ..... \$21,000.00  
Say 24 cents per share on 30,000 part paid shares ..... 7,350.00

To write off plant account for depreciation ..... 23,848.91

To write off furniture account for depreciation ..... 103.03

To carry forward to next account 1,629.28

\$52,821.89

The shares of the new issue not taken up at date of last report have since been allotted.

A call of \$3 per share was made on the new issue, same being payable on 1st November last; 10 shares were forfeited for non-payment of this call, and these 10 shares have since been disposed of.

The manager's report attached hereto gives usual particulars of work carried out, during the year, &c.

In accordance with the articles of Association Hon. J. Thurnham, and Mr. C. S. Sharp retire, but, being eligible, offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. J. C. Peter, and Murray Stewart (the latter in place of Mr. G. Stewart who is absent from the Colony). These gentlemen offer themselves for re-election.

C. S. SHARP, Chairman.

Hongkong, 24th June, 1901.

Not only Dr. Furnival, of the Oxford English Dictionary, but cricketers and others have been searching their memories for the derivation of the " Yorker." It comes, we gather from the evidence, from the name of the country. In Yorkshire, it seems, to "yark" (or "yalk") is to yark or whip off suddenly, as if by the roots. Moreover, in the northern county a " Yorker " is called by all but the superlative a " Yorker." Now, anyone who has been bowled by this kind of ball will remember how the wicket was whipped from the turf like a tooth in the fingers of a skillful dentist. It would be interesting to trace this genealogy in cricket literature.

## EVERYBODY

WHO

KNOWS

ANYTHING

SAYS

THAT

OLUB

WHISKY

IS

THE

BEST.

\$12 PER DOZ.

## H. PRICE &amp; CO.

Hongkong, 1st July, 1901.

## QUAN WAH &amp; CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS &amp; PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1899.

## IRON FRAMED

## NEW PLANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

## ROB INSON PIANO CO., LD.

Hongkong, 20th May, 1901.

## PUBLIC COMPANIES.

## HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Offices, No. 4, Queen's Buildings, on SATURDAY, the 6th July, at 12.15 p.m., for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst. to the 6th prox., both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2th June, 1901.

## THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of Four per Cent. (One Dollar and Fifty Cents per Share) for the six months ending 30th June, 1901, will be PAID on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.

THE TRANSFER BOOKS of the Company will be CLOSED from 1st to the 8th July, both days inclusive.

MEYER & CO., General Managers. Hongkong, 26th June, 1901.

## THE CHINESE ENGINEERING AND MINING CO., LIMITED.

INCORPORATED 21st DECEMBER, 1900, WITH A CAPITAL OF \$1,000,000 IN SHARES OF \$1 EACH.

NOTICE IS HEREBY GIVEN that the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA is Authorized by the CHINESE ENGINEERING AND MINING COMPANY, LIMITED (herein called the New Company), to issue to the Holders of Shares in the CHINESE ENGINEERING AND MINING COMPANY (herein called the Old Company) provisional Certificates for the fully paid up shares of \$1 each in the capital of the New Company to which the Shareholders in the Old Company are entitled under an agreement dated the 30th July, 1900.

Shareholders in the Old Company are entitled to receive 25 fully paid up Shares of \$1 each in the New Company for every Share of 100 Tientsin Taels in the Old Company, and they are requested to lodge their Certificates at the Office of the said Bank either in Shanghai, Hongkong or Tientsin during banking hours on, or as soon as possible after, the 3rd July next to enable the new Certificates to be made out.

The issue of Shares in the New Company will be made in Certificates of 5, 10, 25 and 100 Shares of \$1 each, and Shareholders in the Old Company are requested to intimate on sending in their old Certificates the denominations required.

In the absence of instructions to the contrary Certificates will be made out for 25 Shares each in the New Company for every Share of 100 Tientsin Taels in the Old Company which will be regarded as the person entitled to the Share represented thereby.

Further information may be obtained from the said Bank or from Messrs. DRUMMOND and WHITE-COOPER of Shanghai, Legal Advisers to the Company.

Hongkong, 24th June, 1901.

## NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER."

FROM LONDON AND STRAITS. CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th prox., will be subject to rest.

All claims against the Steamer must be presented to the Underwriter on or before the 12th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by



## NEW ADVERTISEMENTS

**DANG CHEE, SON & CO.,**  
IMPORT AND EXPORT MERCHANTS,  
6, D'AGUIAR STREET.

BRANCH—N.S.W. AUSTRALIA.  
Hongkong, 2nd July, 1901. [1684]

## WANTED.

FROM OCTOBER next for 9 months, or a year, a FURNISHED HOUSE in KOWLOON.

Apply, stating particulars, to—  
"K."  
Care of Daily Press Office.  
Hongkong, 2nd July, 1901. [1689]

## NOTICE OF REMOVAL.

WE have This Day Temporarily Moved our Office from No. 4, Queen's Road Central to No. 1, DUDDELL STREET, underneath Messrs. WENDT & CO.  
J. M. STEVENS & CO.  
Hongkong, 1st July, 1901. [1659]

## NOTICE.

THE GREEN FOOTBALL SHIRTS lent to Mr. ROSS for the Scotch Team in the Match Scotland v. The World at the close of last season not having been returned, any player in possession of the same is requested to return them to the Officer Commanding B Company, R.W.F., Murray Barracks, Hongkong, 2nd July, 1901. [1658]

## TO LET.

WITH BOARD, BEDROOM and PRIVATE BATH in exceptionally cool, well-appointed house. Location First Class. Suitable for Married Couple or Bachelor.

## SOLANO.

Care of Daily Press Office.  
Hongkong, 2nd July, 1901. [1663]

## PRELIMINARY NOTICE.

DURING the course of the next month (July), a Public Auction will be held at Tientsin of a large number of Animals hitherto employed by the German Expeditionary Force in North China, comprising—  
AUSTRALIAN and AMERICAN SADDLE and DRAUGHT HORSES, BIG AMERICAN MULES, CHINESE MULES, and CHINESE PONIES.

Intending buyers are specially requested to communicate with the Undersigned (care of Club Concordia, Tientsin), who has been appointed Selling Agent.  
A fair amount of SADDLERY will probably also be put up for sale at the same time.  
Further details will follow.

VON CALATIN.  
Tientsin, 20th June, 1901. [1661]

## NOTICE.

THE attention of the community is drawn to the fact that SIGNATURE SHEETS, to be attached to a Petition to the Right Honourable the Secretary of State for the Colonies, asking for the Appointment of a Commission to Enquire into the Sanitary Condition of Hongkong, etc., are open for Signature at the following places—

Messrs. A. S. Watson & Co., Ltd.  
Messrs. Kelly & Walsh, Ltd.  
Messrs. Lane, Crawford & Co.  
Messrs. Brown & Co.  
Messrs. Caldwell, McGregor & Co.  
The Robinson Piano Company, Ltd.  
The Victoria Dispensary.  
Messrs. Watkins, Ltd.  
The Hongkong Hotel, Ltd.  
The Peak Hotel.  
The Hongkong Daily Press Office.  
H. Ruttonjee, Kowloon Store.  
Copies of the Petition may also be seen at the above.  
Hongkong, 2nd July, 1901. [1662]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

## FOR SWATOW.

THE Company's Steamship  
"HAILONG."  
Captain Bathurst, will be despatched for the above ports TO-MORROW, the 3rd inst., at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 2nd July, 1901. [1693]

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

## "DEUCALION"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 8th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 9th instant. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st July, 1901. [15]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

## "ACILIA."

Captain von Dühren, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 3 P.M.  
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Agents.  
Hongkong, 1st July, 1901. [1656]

## NEW ADVERTISEMENTS

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"ACILIA."  
Captain von Dühren, will be despatched for the above ports TO-MORROW, the 3rd inst., at 5 P.M.  
For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 1st July, 1901. [1655]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Steamship Steamship

"HAILONG."

Captain Reach, will be despatched for the above ports on THURSDAY, the 4th inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 2nd July, 1901. [1645]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"PERLA."

Captain G. T. Blaxland, will be despatched as above on MONDAY, the 8th inst., at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 1st July, 1901. [1657]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ADRIATIC PORTS)

THE Company's Steamship

"MARIA VALERIE."

Captain Beronovich, will be despatched as above on WEDNESDAY, the 17th inst., P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.  
For information as to Freight, apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 1st July, 1901. [1656]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA, HOLLAND, WISE & CO.

Hongkong, 16th September, 1899. [1549]

AMERICAN SYSTEM

OF

DENTISTRY

AT

No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW

(LATE OF POATE & NOBLE).  
Hongkong, 15th September, 1899. [1506]

ON SALE.

THE

POLITICAL OBSTACLES

TO

MISSIONARY SUCCESS IN CHINA.

A LECTURE

BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.

Hongkong, 20th April, 1901. [1072]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1236]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS

SIEMSEN & CO.

Hongkong 3rd October, 1900. [15]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS

Ship only the finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,  
Sole Agents.  
Hongkong, 17th May, 1895. [1271]

A ON & CO.,

PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL, Opposite to Chas. J. Gapp & Co.

Hongkong, 20th March, 1901. [737]

FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants.

For Particulars, apply to  
R. C. WILCOX,  
8, Beaconsfield Arcade.  
Hongkong, 22nd May, 1901. [1509]

CARBOLINEUM-AVENARIUS

## TO LET.

TO LET.

IMMEDIATE POSSESSION, ONE LARGE GODOWN, No. 85, PRAYA East.

Apply to—  
I. P. MADAR,  
Victoria Hotel.  
Hongkong, 8th June, 1901. [1450]

TO LET.

No. 2, QUEEN'S GARDENS, 5th 15th August, 1901, FURNISHED.

Apply to—  
S. J. DAVID & CO.  
Hongkong, 8th June, 1901. [1451]

TO LET.

SMALL GODOWN in DUDDELL STREET.

For Particulars, apply to—  
R. C. WILCOX.  
Hongkong, 29th June, 1901. [1416]

TO LET.

POSSESSION ON 1st AUGUST.

TO LET.

3 LARGE UNFURNISHED ROOMS, with use of COOKHOUSE, &c., \$40.00.

Apply—  
JOHN DOE,  
Care of Office of this Paper.  
Hongkong, 29th June, 1901. [1620]

TO LET.

TWO ROOMS with BATHROOM and VERANDAH at FIRST FLOOR of No. 37, CAINE ROAD.

Apply to—  
R. J. REMEDIOS,  
Mercantile Bank.  
Hongkong, 1st July, 1901. [1647]

TO LET, FURNISHED.

No. 5, MOUNTAIN VIEW, the PEAK, for Three Months from 1st July.

Apply to—  
W. HUTTON POTTS,  
No. 3, Queen's Buildings.  
Hongkong, 29th June, 1901. [1621]

TO LET.

A HOUSE in RYON TERRACE.

HOUSES at LEIGHTON HILL, "FAIRVIEW," Kowloon.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 2nd May, 1901. [106]

TO LET.

POSSESSION APRIL 1st.

No. 1, STEWART TERRACE.

Apply to—  
J. W. NOBLE.  
Hongkong, 6th March, 1901. [1661]

BOARD AND RESIDENCE.

MRS. S. GILLANDERS

"GLENWOOD,"  
21, CAINE ROAD.

Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,  
2, Podder's Hill.  
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,

"VERITAS,"  
BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.

Hongkong, 28th August, 1900. [73]

C. E. WARREN,

BUILDING CONTRACTOR,  
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED

AND FIXED DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED.

Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [1640]

BONZOLINE BILLIARD

BALLS.

THE MOST PERFECT

and

ONLY RELIABLE SUBSTITUTE

FOR IVORY BALLS.

BONZOLINE BILLIARD BALLS 2 1/2,"

PRICE Rs. 36 per set.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS,

60 & 61, Bentinck Street,

2122-11, CALCUTTA.

NOTICE.

TENDERS are hereby called for the

ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of

Messrs. GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 14th February, 1901. [508]

FROM PORTSMOUTH TO PEKING VIA LADYSMITH WITH A NAVAL BRIGADE.

ILLUSTRATED WITH FOUR MAPS.

On Sale at

"DAILY PRESS" OFFICE, LOCAL BOOK-SELLERS, SOLDIERS' CLUB, SOLDIERS' and SAILORS' HOME, ROYAL NAVAL CANTEN.

Price \$1 per Copy Paper Covers; \$1.50 in Boards.

Hongkong, 18th March, 1901. [782]

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL.....\$240,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,  
Agents.  
Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.  
Hongkong, 29th May, 1895. [81]

## INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL.....\$240,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,  
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SIEMSEN & CO.  
Hongkong, 29th May, 1895. [81]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [194]

"L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office

A. R. MARTY,  
Agent.  
Hongkong, 1st August, 1900. [2794]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.  
Hongkong, 7th February, 1901. [493]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
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Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.  
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th November, 1872. [29]

THE YAN ON MARINE AND FIRE INSURANCE COMPANY, LIMITED.

CAPITAL.....\$1,000,000.

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CHAN YUT NGAM,  
Secretary.  
Hongkong, 1st July, 1901. [1650]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899 \$14,400,068.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0



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The undersigned will not acknowledge any  
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SIEMSEN & CO.,  
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UNION OF HAMBURG UNDER-  
WRITERS.  
Insurers of Hull and Machinery of  
S.S. "HAINAN."  
Hongkong, 21st June, 1901. [1555]

THE ORGANISATION OF THE  
WAR OFFICE.

[FROM A MILITARY CORRESPONDENT.]

The question of the re-organisation of the  
War Office, that heavy military annual that  
flowers with every fresh Parliament and every  
new War Minister, is to be left in abeyance for  
the present in order that the new Commander-  
in-Chief may be allowed a voice in the matter,  
a voice that at present would have less weight  
than later, owing to Lord Roberts's want of  
experience of Pull Mall. This is as it should  
be, for the subject is an extremely difficult one,  
and not to be settled off-hand by an youthful  
legislator or military amateur.

TWO SEPARATE QUESTIONS.  
It is a question dependent for its right  
solution upon an intimate knowledge, not only  
of our military system—a knowledge possessed  
by few soldiers, and still fewer civilians—  
but of the British Constitution, with which it  
is and must be closely involved. No one who  
has not had some actual experience of the work-  
ing of the various departments in Pull Mall is  
qualified to give a decision upon the matter,  
and until the new Commander-in-Chief has  
become familiar with his surroundings it is as  
well that any decided change should be postponed.  
The War Office is about the best-ordered  
Government office in England, but it has its  
good points, and these should not be altered.  
There are two separate questions connected  
with our army which are too often confused,  
even by those who pose as authorities, namely,  
army organisation, and War Office organisation—  
questions that have not necessarily any  
connection. We may have an excellent army  
system but a bad War Office, or, *vice versa*, we  
may have a good War Office system but a badly  
organised army. In regard to each, we have to  
do with a set of circumstances not paralleled in  
any other country. The army system has to be  
formed on a basis of voluntary enlistment, and  
large standing garrisons outside these shores;  
the War Office has to fall in with a rigid  
Parliamentary control and a constitutional form  
of government.

GERMANY AND FRANCE.  
Take Germany, for instance. Here we find a  
head of the State who is far more than the head  
of the army in name only, an actual commander-  
in-chief who, although he cannot devote his  
time exclusively to military matters, makes  
them his first pre-occupation, and who, that  
knows the present Emperor can doubt that  
did the occasion arise he would emulate the  
deeds of his grandfather, and lead his armies  
in person in the field? He has beneath him a  
War Minister, who is invariably a distin-  
guished soldier, and thus the army is really  
controlled by soldiers who actually direct and  
are responsible for its military policy. Turn  
to France, under a totally different form of  
government. Here the head of the State, as a  
rule, is a civilian (although Marshal Mac-  
Mahon was an exception), and only the nominal  
head of the army. There is also a War  
Minister and a Commander-in-Chief, and both,  
almost invariably, are distinguished soldiers.  
In the last thirty years there have not, we  
think, been more than two civilian Ministers  
of War, although it is fair to add that one  
was one of the best Ministers of War France  
has had. As a rule, however, France, like  
Germany, allows her army to be controlled,  
certainly as to organisation, discipline, and  
training, by soldiers, not civilians, and this  
is the case with every Continental Power.

THE EUROPEAN SYSTEM.  
In every War Office the military side is  
similarly organised. There is over all the  
Commander-in-Chief. Under him are a num-  
ber of departments—the Adjutant-General's  
dealing with drill, discipline, and training; the  
Quartermaster-General's, dealing with barracks,  
movements, food, transport, supply, etc.; the  
Artillery or Ordnance, dealing with guns and  
munitions of war; the Engineer department,  
dealing with fortifications and engineering;  
and, finally, a department, variously named,  
dealing with intelligence and the preparation  
of plans of campaign. The financial branch is  
generally separate from the military side. This  
organisation holds with slight modifications  
in detail, in every Continental War Office; and  
quite recently it held with us, although we have  
never given to the Intelligence Department the  
importance it assumes, under the name of the  
General Staff, in Germany and elsewhere. But  
in 1895 our system, which—as regards the  
military side of the War Office—had hitherto  
approximated to the system of all other War  
Offices in which the Commander-in-Chief is  
supreme—was changed, and the Commander-in-  
Chief himself became merely a head of a  
department, and not even of the most important  
department.

THE COMMANDER-IN-CHIEF.  
This is undoubtedly wrong from whatever  
point of view it is regarded. An army is  
essentially an affair of discipline and subor-  
dination, in which one man must command,  
however advisable it may be for him to delegate  
authority to his subordinates and to consult  
them on the details of their respective depart-  
ments. And a War Office—the head and front,  
the heart and brain, of an army—must have  
one man at its head as its representative man,  
and that man must be a soldier. It is not  
necessary to contravene everything in that man  
he must and will trust his subordinates. If he  
does not, it is either his fault or that of his  
subordinates, and the difficulty can be set right  
by removing one or the other. But to take  
from the Commander-in-Chief his attributes of  
command and set up in his place a civilian War  
Minister does not lessen the evil of centralisa-  
tion, as has been argued, it but transfers it, and  
transfers it from a trained and experienced  
soldier, whose one profession is that of arms,  
to a civilian who, however able, has been selected  
for his political importance, and who, in nine  
cases out of ten, has had absolutely no military  
education or experience. A civilian Secretary  
of State is a necessity of our constitution, but  
he should not be permitted to usurp the func-  
tions of a military Commander-in-Chief. The  
personal relations of these two important  
officials have nothing to do with the question,  
which is independent of any personal relations,  
and is a matter of a good or a bad system.  
If these relations are had they make a bad system  
worse, if they are good they do not greatly  
improve it.

CONSULTATIVE AND EXECUTIVE  
FUNCTIONS.  
However excellent the relations between the  
Minister and the Commander-in-Chief may be,  
they are not the sole, nor indeed the most  
important, thing to consider. The War Office  
system, certainly on its military—that is, on its  
more important—side, depends on the relations  
of the Commander-in-Chief with his subordi-  
nates, and if he is in a false position the efficiency  
of the War Office and, through it indirectly,  
that of the army is sure to suffer. The heads  
of the various departments, properly considered,  
are not the equals of the Commander-in-Chief,  
as under the present system, but his staff, and  
with a strong man like the late Commander-in-  
Chief, the system of putting his staff on an  
equality with him is bound to lead to friction,  
just as if the Assistant Adjutant or Quartermas-  
ter-Generals were put on an equality with the  
General whose staff officers they are, or the  
Adjutant and the Quartermaster of a battalion  
ranked alongside their own Colonel. A great

deal of nonsense is talked about the difficulty  
the War Minister would have under the system  
I advocate—the universal system of every War  
Office, and of our own till quite lately—in con-  
sulting anyone besides the Commander-in-Chief.  
That is because the difference between consulta-  
tive and executive functions is not understood.  
There is no reason why the Minister should not  
be assisted in all the larger matters of military  
administration by a council consisting of the  
Commander-in-Chief and the heads of the  
military and civil departments of the War  
Office, but in the execution of the measures or  
the general policy determined at such a council  
the Commander-in-Chief must be supreme and  
must act through each head of department, just  
as in the field we cannot have half a dozen  
heads, but one who will order his cavalry here,  
his artillery there, his infantry elsewhere, and  
dispose of his departments—his transport sup-  
plies, hospital, and stores in consonance with  
the conclusions arrived at, perhaps at a council  
of war, at which all the heads of departments  
and leading generals have been present.

A SUGGESTION.  
To get the War Office out of its present mess  
is one thing, to establish a perfect organisation  
is another, and, while one is easy enough, the  
other is so difficult that it will probably never  
reach accomplishment. Probably some such  
system as the following would best fit in with  
the constitution of the country on the one hand  
and the needs of the Army on the other. Over  
all the civilian War Minister, responsible to  
the House of Commons and to the country for  
his department. At the head of the military  
branch the Commander-in-Chief, with the usual  
staff of heads of departments, namely, the  
adjutant-general, the quartermaster-general,  
the head of the artillery, and the head of  
the engineers. The head of the Intelligence  
Department to take rank with these four  
superior staff officers. Outside the purely  
military branch another, superintended by a  
soldier in the shape of a master-general of  
the ordnance, who should be responsible for  
the pattern, manufacture, and supply of arma-  
ments and stores, matters that come somewhat  
outside the sphere of most commanders-in-chief,  
but should yet be entrusted to a soldier, who, in  
his military capacity as an officer of the army,  
should, of course, be subordinate to the Com-  
mander-in-Chief. The finance department  
should be presided over by a permanent civilian,  
and not one changing with every change of  
Government. There should also be a permanent  
Under Secretary for routine matters, as the head  
of the civil branch. The whole of the above  
should form the Secretary of State's Military  
Council. The soldiers named as immediately  
subordinate to the Commander-in-Chief, to-  
gether with one other, the Military Secretary,  
should compose the Commander-in-Chief's  
Council. If, with such an organisation as this,  
far greater authority were given to the generals  
commanding districts and foreign stations, this  
decentralising work, while fixing responsibility,  
we might find a War Office that would do its  
work well, and not sit in with our Parliamentary  
system.—Daily Graphic.

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1901 1901 1901

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When prepared is similar to Breast Milk.  
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[294-3]

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Canton, 29th June, 1901. [1643]

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Hongkong, 25th June, 1901. [1651]

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VICTORIA (B.C.) AND SEATTLE  
Calling also at Tacoma and carrying Cargo  
on through Bills of Lading to New York  
and other points of the United States  
in conjunction with the  
GREAT NORTHERN RAILWAY CO.'S  
LINE.

## THE Steamship

"KAISOW."  
3,322 Tons, Commander G. A. Fodway, is due  
here on 6th July, and will have quick despatch.  
Consular invoices must accompany all over-  
land shipments.  
For Rates of Freight and further Particu-  
lars, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 27th June, 1901. [1609]

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.  
THE Company's Steamship

"GLENESK."  
Captain J. Rafferty, will be despatched for  
the above ports on the 11th July.  
For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Agents.  
Hongkong, 18th June, 1901. [1532]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Timor, Port Darwin and  
QUEENSLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

## THE Steamship

"AUSTRALIAN."  
Captain Helms, will be despatched for the above  
ports on WEDNESDAY, the 24th July,  
at 4 p.m.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the steamers of the China Navigation  
Company and *vice versa*.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 1st July, 1901. [1638]

SHEWAN TOMES & CO.'S NEW YORK  
LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"ARARA."  
Captain Williamson, will be despatched for the  
above port on or about 1st August, 1901.  
For Freight, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 13th June, 1901. [1265]

FOR NEW YORK.

THE 33 A II American ship  
"L. SCHEPP"  
will load for the above port, and will have quick  
despatch.  
For Freight, apply to  
CARLOWITZ & CO.  
Hongkong, 3rd June, 1901. [1414]







VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL.	"PATROCLUS"	On 10th July.
GLASGOW and LIVERPOOL.	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL.	"TANTALUS"	On 29th July.
GLASGOW and LIVERPOOL.	"IDOMENEUS"	On 7th August.

HOMEWARDS.		
FROM	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 11th July.
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"PELEUS"	On 29th July.
LIVERPOOL DIRECT	"GLAUCUS"	On 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 29th June, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FROM	STEAMERS	TO SAIL
YOKOHAMA, KOBE and MOJI	"TSINAN"	On 2nd July.
BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 8th July.
SHANGHAI	"WOOSUNG"	On 6th July.
TIENTSIN	"KWEIYANG"	On 10th July.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th June, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, July 4, 1901, at NOON.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 30, 1901, at NOON.
NIPOON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Aug. 24, 1901, at DAYLIGHT.

Tide Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 4th July, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND RAILROUTES have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 12th June, 1901.

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

"INDRANI" will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to  
JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 14th June, 1901.

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.
"CHINA"	TUESDAY, 6th Aug., at NOON.
"DORIC"	THURSDAY, 15th Aug., at NOON.
"PERU"	THURSDAY, 31st Aug., at NOON.
"COPTIC"	TUESDAY, 10th Sept., at NOON.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchandise Invoices will be sufficient for Cargo or Parcel (each ship ment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEO. ECKLEY,  
ACTING AGENT.

Hongkong, 3rd June, 1901.

Hailan, French steamer, 377, Merles, June 9, A. R. Marty	Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang
Hailong, British str., 788, Bathurst, July 1, Douglas Lapraik & Co.	Astruc, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai
Hanoi, French steamer, 708, Merles, July 1, A. R. Marty	Aurora, cruiser, 5,600 tons, 13 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Woosung
Jacob Dierckheisen, Ger. str., 623, Rieke, June 29, Johnson & Co.	Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrander, at Weihaiwei
Kashang, British str., 1,158, Sanderson, June 16, Butterfield & Swire	Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung
Keongwai, German str., 1,115, Riegen, June 25, Melchers & Co.	Brancie, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Wuhu
Kohschang, German str., 1,281, Leuss, June 18, Butterfield & Swire	Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wray, Bart., at Hankow
Kwongsang, British str., 939, Arthur, June 25, Jardine, Matheson & Co.	Britonnet, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. E. A. Baird, at Weihaiwei
Loksang, British steamer, 979, Leask, June 28, Jardine, Matheson & Co.	Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, C.B., at Taku
Loongmoon, Ger. str., 1,245, Schult, June 24, Stevens & Co.	Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Hongkong
Loyal, German str., 1,237, Wiedlich, June 23, Sander, Weller & Co.	Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tiller, at Hongkong
Mara Koll, German str., 2,766, Krafft, June 22, B. M. Kaisha	Endymion, cruiser, 7,530 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei
Mansang, British str., 1,643, Welch, June 21, Jardine, Matheson & Co.	Esk, gunboat, 365 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai
Muncheu, German str., 4,691, Krebs, May 28, Melchers & Co.	Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong
Nanshan, British str., 1,280, Jones, June 27, Bradley & Co.	Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. P. Beatty Pownall, at Canton
Oak Branch, British str., 2,064, Scheil, June 12, Dettwill & Co., Limited	Glory, battleship, 12,950 tons, Captain Frederick S. Inghelield, at Yokohama
Queen Adelaide, Brit. str., 1,835, McNair, June 21, Dettwill & Co., Limited	Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nauching
Roeligh, British str., 1,126, Welch, July 1, Arnold, Koberg & Co.	Handy, torpedo-boat destroyer, 290 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Shanghai
San Antonio, Amr. str., 500, Hamilton, July 1, Order	Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong
Simongan, Dutch str., 1,818, Sandman, April 18, Chinese	Humber, torpedo, 1,640 tons, Comdr. H. J. Davidson, at Shanghai
Sullberg, German str., 782, Jensen, July 1, Simonsen & Co.	Isis, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Shanghai
Taisang, British str., 1,544, Bradley, July 1, Jardine, Matheson & Co.	Janus, torpedo-boat destroyer, in reserve, at Hongkong
Tsaihan, British str., 1,460, Anderson, June 25, Butterfield & Swire	Kinsha, river gunboat, Lieut.-Comdr. G. B. Powell, on Yangtze
Wongkoi, German str., 1,108, Harding, June 29, Melchers & Co.	Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy
Woosung, British str., 1,105, Dowson, July 1, Butterfield & Swire	Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei

Celest Barrill, British ship, 1,764, Jeffry, May 29, Order	Orlando, cruiser, 5,600 tons, 13 guns, 3,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung
Hollowood, Amr. bark, 1,084, Knight, June 14, Order	Otter, torpedo-boat destroyer, Lieut.-Comdr. C. P. Mansel, at Weihaiwei
Manuel Lagrango, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.	Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Tongku
M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co., Limited	Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. A. H. Oldham, at Hongkong
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master	Pique, cruiser, 3,000 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei
Sasser, British bark, 1,312, Guthrie, May 17, Master	Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. Cowper, at Kinkiang

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Abercrombie, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Taku	Rosario, sloop, 930 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai	
Arcturion, cruiser, 3,900 tons, 10 guns, 5,000 h.p., Captain J. Sturtin, Woosung	

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr, on West River	Monoway, American gunboat, 6 guns, 850 h.p., Comdr. F. M. Wise, at Taku
Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. B. W. Dalgety, at Shanghai	Montezuma, American monitor, Capt. G. W. Pizzani, at Hongkong
Swift, gun-vessel, 750 tons, 6 guns, 870 h.p., in reserve, at Hongkong	Navarin, Russian battleship, 2 guns, 1,150 h.p., Capt. Yenish, at Taku
Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong	Newark, American (flagship) cruiser, Capt. McCalla, at Hongkong
Talbot, cruiser, 5,600 tons, Capt. E. G. Stopford, at Yokohama	New Orleans, American cruiser, Lieut.-Comdr. J. T. Smith, at Shanghai
Tamar, receiving ship, 4,600 tons, 6 guns, Comdr. Francis Powell, C.B., at Hongkong	Oregon, American battleship, 16 guns, 11,111 h.p., Capt. F. W. Dietrich, at Woosung
Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei	Otawara, Russian armoured cruiser, 12 guns, 2,500 h.p., Comdr. Copeland, at Shanghai
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in reserve, at Hongkong	Pascal, French cruiser, 14 guns, 8,300 h.p., Capt. Motet, at Shanghai
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. W. O. Lyne, at Labuan	Petrel, American gunboat, 4 guns, 1,005 h.p., Comdr. C. C. Cornwell, at Manila
Wivorn, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong	Potopovsk, Russian battleship, 12,000 tons, Capt. Grevaia, at Taku
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, at Weihaiwei	Piet-Hoin, Dutch cruiser, Capt. J. Jansen, at Taku
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. W. B. Winton, at Woosung	Poltava, Russian battleship, 11,000 tons, Capt. Orgoroff, at Nagasaki
Woodruff, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, at Hankow	Princeton, American gunboat, 6 guns, 800 h.p., Comdr. Harry Knox, at Shanghai

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Altamastor, Portuguese cruiser, Capt. Antonio J. d. Oliveira, at Macao	Surprise, French gunboat, 2 guns, 900 h.p., Capt. Mornet, at Hankow
Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovlev, at Taku	Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Hankow
Admiral Nekhomoff, Russian cruiser, 9,000, Capt. Vokhovskiy, at Tientsin	Vauban, French cruiser, 11 guns, 4,560 h.p., Capt. Boutet, at Kwong-chow-wan
Albatros, American cruiser, 3,500 tons, Capt. J. E. Craig, at Manila	Victor Pisani, Italian cruiser, De Felippi v. C. Onofrio, at Shanghai
Albatros, Russian gunboat, 8 guns, 1,200 h.p., Capt. Eliskiy, at Vladivostok	Viper, French gunboat, Lieut. Glon del Villeneuve, at Saigon
Alouette, French cruiser, 300, Lieut. Adm. Belloy, at Nagasaki	Vladimir Monomach, Russian cruiser, 16 guns, Capt. Prince Ochtoumsky, at Taku
Animal Chavner, French gunboat, 450 tons, Capt. Baume, at Kinkiang	Vladimir, Russian torpedo-boat, 18 guns, 1,500 h.p., Capt. Ilyushin, at Taku
Aspern, Austrian cruiser, Capt. Wm. Weber, at Shanghai	Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeister, at Shanghai
Aspic, French gunboat, 6 guns, 453 h.p., Capt. Jonnet, at Saigon	Wheeling, American gunboat, 6 guns, 1,100 h.p., Comdr. W. T. Burwell, at Taku
Bennington, American gunboat, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Shanghai	Wilmington, American cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong
Bobra, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Dobrovolsky, at Taku	Worth, German battleship, 10,100 tons, 40 guns, Capt. Berkenhagen, at Nauching
Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Rosendahl, at Tientsin	Yorktown, American gunboat, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila
Brooklyn, American (flagship) armoured cruiser, Captain C. M. Thomas, at Shanghai	Zabrick, Russian cruiser, 1,230 tons, 29 guns, 1,194 h.p., Comdr. Shkarsky, at Amoy
Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Swatow	Zaire, Portuguese gunboat, 645, Capt. illo, at Hongkong
Calabria, Italian cruiser, 16 guns, Capt. Albato, at Singapore	
Calio, American gunboat, 1 gun, 55 h.p., Lieut. G. B. Bradshaw, at Manila	
Castine, American gunboat, 8 guns, 2,189 h.p., Comdr. C. G. Bowman, at Amoy	
Chasseloup Laubat, French cruiser, 3,800 tons, Capt. De Epinay St. Luc, at Shanghai	
Comete, French gunboat, Capt. Londel, at Canton	
Concord, American gunboat, 6 guns, 3,405 h.p., Comdr. H. G. O. Colby, at Amoy	
Daedalus, French gunboat, Capt. Leanny, at Amoy	
Delphin, Russian torpedo-boat, 350 tons, Comdr. T. Novakovsky, at Hongkong	
D'Entrecasteaux, French flagship, 14 guns, 13,500 h.p., Capt. de Marolles, at Nagasaki	
Descartes, French cruiser, Captain de Saune, at Amoy	
Dimitri Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku	
Don Juan de Austria, American gunboat, Com. T. C. McLean, at Manila	
Eclairer, French gunboat, 8 guns, 2,950 h.p., Capt. Texier, at Taku	
Elbe, Italian cruiser, 18 guns, Capt. Cocconi, at Shanghai	
Fieramosca, Italian cruiser, Capt. Carlo Negri, at Shanghai	
Friant, French cruiser, 3,739 tons, Capt. Adlan, at Shanghai	
Furet Bismarck, German flagship, Vice-Admiral Bendemann, 11,000 tons, 36 guns, Capt. Graf Molke, at Taku	
Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbrenniff, at Taku	
Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Kollmann, at Swatow	
Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Baner, at Hongkong	
General Alava, American gunboat, Lieut.-Comdr. C. E. Fox, at Manila	
Grenatichsky, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Miklatshevsky, at Taku	
Guichen, French cruiser, 9,500 tons, Captain Perem, at Nagasaki	
Hansa, German cruiser, Rear-Admiral Kirchhoff, 6,800 tons, 30 guns, Capt. Paschen, at Sydney	
Hela, German despatch-vessel, 2,000 tons, 21 guns, Comdr. Kampold, at Singapore	
Helenus, American gunboat, 8 guns, 1,908 h.p., Comdr. E. K. Moore, at Shanghai	
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Woosung	
Holland, Dutch cruiser, Capt. S. K. Sybrandt, at Swatow	
Ilitis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Steamer, at Hankow	
Irons, German cruiser, 4,200 tons, 8 guns, 9,200 h.p., Capt. Stein, at Tientsin	
Isla de Luzon, American gunboat, Comdr. J. V. B. Blecker, at Hongkong	
Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Berger, at Foochow	
Jean Bart, French cruiser, 4,501 tons, 10 guns, 8,000 h.p., Capt. Anber, at Taku	
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gillich, Amoy	
Kaisarin Elizabeth, Austrian cruiser, Capt. Mauler v. Elsenau, at Shanghai	
Kentucky, American battleship, 11,000 tons, Capt. Ruby M. Chester, at Manila	
Kersaint, French gun-vessel, 13 guns, 2,200 h.p., Captain de la Motte du Portail, at Saigon	
Kit, Russian torpedo-boat, 350 tons, Comdr. Kevnarsky, at Hongkong	
Koningin Wilhelmina der Nederlanden, Dutch cruiser, Captain J. P. von Rossum, at Swatow	
Korevitz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Taku	
Kurfurst Friedrich Wilhelm, German flagship, Rear-Admiral Goisler, 10,100 tons, 40 guns, Capt. von Holandorff, at Singapore	
Leopard, Austrian cruiser, 1,500, Capt. Muller, at Saigon	
Lion, French gunboat, 4 guns, 500 h.p., Capt. Frost, at Taku	
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong	
Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kachaloff, at Foochow	
Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila	
Marietta, American gunboat, Comdr. E. H. Green, at Manila	
Mari Theresia, Austrian cruiser, Capt. J. Bless Riter v. Sanbuchi, at Shanghai	
Monadnock, American double-turret monitor, 6 guns, 3,000 h.p., Capt. O. W. Farnholt, at Shanghai	



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## AT THE SEAT OF WAR.

BEING an Account of the Doings of the 2ND BATT. ROYAL WELSH FUS



